HARBOURFRONT PART II OFFICIAL PLAN

(OFFICE CONSOLIDATION)

Part II of the Official Plan is amended by adding thereto the following:

1. INTERPRETATION

1.1 Subject to Section 1.3, for the purposes of this Amendment to the Official Plan for the City of Toronto Planning Area, Harbourfront is defined as that area within the solid dark line shown on Map A.

1.2 This Amendment is deemed to be Part II of the Official Plan for Harbourfront.

1.3 The boundaries of Harbourfront and of the Mixed-Use Areas and Major Open Space within it are approximate. Where the general intent of this Plan is maintained, minor adjustments to such boundaries will not require amendment to this Plan.

1.4 The text and maps of Part I of the Official Plan continue to apply to Harbourfront, except in cases where the text and maps of this Amendment are in conflict therewith, in which case the text and map of this Amendment shall prevail.

2. GENERAL OBJECTIVES

2.1 Council will encourage and support the development of Harbourfront as a mixed-use urban waterfront area for the enjoyment of residents, workers and visitors. Residential, commercial, marine-industrial, recreational and cultural development and re-development will be encouraged in order to:

i) extend the central city to the waterfront and create an urban environment with a scale, character and environmental quality designed to make people welcome and comfortable at all times of the year;

ii) provide new housing that will be available for a range of income groups and household types; and

iii) permit a wide variety of recreational and cultural activities that are accessible to the public and take advantage of the waterfront location.

R 8173
R811700
R811701
R802769

2.2 In recognition of the unique recreational opportunities which the waterfront provides, Council will encourage a wide range of water and water-related activities that are accessible to the public at Harbourfront.

2.3 The development of Harbourfront will be structured to enhance the water's edge of Toronto Bay and so as to accommodate an extension of Toronto's grid street system. New buildings will be located so as to define and enhance public open spaces and to maintain and create important views of and vistas to the water. A public promenade will be developed along the water's edge to act as a connecting link for other open spaces, buildings and activities.

2.4 New buildings within Harbourfront will generally be sited so that building height bears a relationship to distance from the water's edge, with low scale buildings or portions of buildings located nearest to the water's edge. Consistent with Section 2.3, Council will endeavour to secure by appropriate arrangements with representatives of Her Majesty the Queen in right of Canada that the height, scale and disposition of buildings within Harbourfront will be such as to allow occupants of buildings to be constructed on the Railway Lands to enjoy views of the Lake.

3. HOUSING

3.1 In order to enable more people to take advantage of the waterfront location and to assist in meeting Council's housing goals, Council shall encourage the development of a substantial amount of housing in Harbourfront available for a wide range of household types, ages and incomes in a range of housing types and forms.

3.2 Housing of different types and forms will generally be distributed across Harbourfront according to the appropriateness of each Mixed-Use Area.

3.3 Housing will be developed by a range of private and non-profit producers. Council itself will pursue an active role in promoting the planning and development of full-recovery non-profit housing.

3.4 Council's housing goals for Harbourfront are:

R 8173
R811700
R811701
R802769

i) the provision of approximately 30 percent of the total new dwelling units as assisted housing, and Council will do everything in its power to ensure that assisted housing funding is available by encouraging the provision and implementation of appropriate programs by the Provincial and Federal governments;

ii) the provision of approximately 35 percent of the total new dwelling units as units containing two bedrooms or more, and between 10 and 20 percent of the total new dwelling units as housing suitable for families with children;

iii) the provision of approximately one-third of the total new dwelling units that are assisted housing as housing suitable for families with children;

iv) the provision of approximately 50 percent of the total new dwelling units that are housing suitable for families with children as assisted housing; and

v) the provision of a significant proportion of three-bedroom dwelling units in Mixed-Use Area E - Bathurst Quay

3.5 In considering the development of Harbourfront, Council shall ensure satisfactory compatibility between residential and other uses.

4. OPEN SPACE AND RECREATIONAL USES

4.1 Council will seek to secure the provision of not less than 40 acres of land within Harbourfront as various types of open spaces which shall be comprised of land not covered by buildings or public street pavements, and shall exclude areas of navigable water in Toronto Bay and York, Simcoe, Rees, Peter and Spadina Slips, and the Harbour Police Basin on Mixed-Use Area B - John Quay as they existed on June 23, 1980. Such spaces will consist of areas that are accessible to the public for recreational uses.

4.2 Council will seek to secure the offer of at least 20 acres of open spaces that are accessible to the public for active and passive recreational uses for dedication

as public park and, if Council considers it to be appropriate, will accept such offer of dedication.

4.3 In determining the appropriate locations for the types of open spaces referred to in Section 4.2, Council will have regard for the desirability of establishing a continuous public promenade along the water's edge linking new open spaces that are framed and enhanced by new development. Council will also seek the provision of parks at appropriate locations in Harbourfront including Mixed-Use Area A - York Quay and Mixed-Use Area E - Bathurst Quay. The York Quay park should provide accommodation primarily for cultural activities and a park located on Bathurst Quay should provide accommodation for active recreational activities.

4.4 Council will seek the development and maintenance of the lands designated Major Open Space on Map C in accordance with Section 4.1, provided that:

(i) buildings containing recreation uses may be erected and used on such open space;

(ii) such open space may include water areas; and

(iii) buildings or structures may be erected and used on such open space for marine-related purposes and/or such open space may be used for marine-related purposes;

if such buildings and uses do not detract from the essential park-like character of the Major Open Space.

In recognition of the possible relocation of the portion of Queens Quay West that is included in the lands designated Major Open Space and the difficulty of determining on November 5, 1981, whether such relocation will occur and if it does the ultimate disposition and use of the lands on which the then existing alignment of Queens Quay West is located, as well as the difficulty of determining the location of other highways that may be required to be located on the lands designated Major Open Space, the establishment and use of one or more portions of such lands for the purpose of a highway or highways is permitted.

R 8173
R811700
R811701
R802769

4.5 Council will seek to secure public accessibility to the types of open spaces referred to in Sections 4.2, 4.3 and 4.4 in the event that they are not dedicated as parks.

4.6 Council will encourage the development of areas located on the grade level of buildings or structures for public and private uses that contribute to the vitality and activity of adjacent open space.

5. OTHER USES

5.1 Commercial, Retail and Institutional

5.1.1 Appropriate commercial, retail, institutional uses and community services and facilities will be encouraged in Harbourfront in order to:

i) meet the requirements of the residential community in Harbourfront;

ii) complement and support the attraction of people to the cultural and recreational activities available in Harbourfront; and

iii) reinforce and complement the public accessibility to indoor and outdoor spaces.

5.1.2 Appropriate commercial and institutional uses will be encouraged that can improve the feasibility of retaining and renovating appropriate existing buildings in Harbourfront such as the Produce Building and 545 Lakeshore Boulevard West.

5.1.3 Appropriate commercial and institutional uses will be encouraged in those locations where buffers between noise sources and sound-sensitive uses are required and where planning or design objectives require buildings of a form and bulk that might be inappropriate for residential uses.

5.1.4 It is the policy of Council to seek the provision of appropriate community services and facilities within all areas of Harbourfront.

5.2 Industrial

R 8173
R811700
R811701
R802769

5.2.1 Appropriate industrial uses will be permitted where such uses are compatible with existing or proposed adjacent and neighbouring residential and commercial uses, with preference given to marine-oriented industries.

5.2.2 Industrial uses which are incompatible with existing or proposed adjacent and neighbouring uses will be encouraged to relocate outside of Harbourfront.

6. ENVIRONMENT

6.1 General

6.1.1 In considering the development of Harbourfront, Council shall seek to ensure the creation of a safe, comfortable and attractive environment and shall have particular regard for:

i) appropriate means of reducing the noise impact on Harbourfront of the Gardiner Expressway, Lakeshore Boulevard West and other noise sources located outside of the area;

ii) the maintenance and improvement of the air, water and soil quality of the area;

iii) site planning and design that acts to ameliorate the present harsh winter micro-climatic conditions; and

iv) the existing railway trackage located along Queens Quay West and south of Lakeshore Boulevard West, should it be in operation.

6.2 Noise

6.2.1 Council will seek to secure a satisfactory noise environment in Harbourfront for residents, workers and visitors, through:

i) the acoustic separation of noise generating uses from sound sensitive uses where appropriate;

ii) the provision of appropriate acoustical barriers, including landscaped buffers; and

iii) the application of appropriate construction performance standards to new development.

R 8173
R811700
R811701
R802769

6.3 Air, Water, Soil

6.3.1 Council will seek to secure the provision of a satisfactory level of air quality by seeking to ensure:

i) that lake breeze ventilation into the Central Area is maintained by the form and careful siting of buildings in respect to the location of existing north-south city streets; and

ii) that existing industries in Harbourfront which emit pollutants or unpleasant odours are required to employ control measures, and where emissions are uncontrollable, that such industries are encouraged to relocate.

6.3.2 Council will seek to secure the provision of a satisfactory level of water quality by seeking to ensure:

i) that new development does not adversely affect the water quality of Toronto Bay;

ii) where the slip flushing action is significantly affected, appropriate remedial measures be sought in co-operation with other agencies; and

iii) that exchange of water between the Inner Harbour and Lake Ontario is not adversely affected by development or proposals involving headline alterations.

6.3.3 Council will seek to ensure that the appropriate phytotoxicological analysis has been undertaken prior to the development of land for open space or buildings for residential uses, and if such analysis indicates the necessity therefor, ensure that the necessary remedial steps have been undertaken.

6.3.4 It is Council's intention to consult with the Ministry of the Environmernt regarding relevant environmental matters mentioned in Section 6.

6.4 Energy

6.4.1 Council will seek the development of Harbourfront in such a way as to encourage the use of renewable forms of energy and will:

i) encourage developments which, through innovative planning, architectural and engineering techniques, are energy efficient; and

ii) encourage individual experimental installations, in both new and existing structures, which utilize renewable or other unconventional sources of energy.

6.5 Climate

6.5.1 In considering the development of Harbourfront, Council will have regard for the need to create satisfactory micro-climatic conditions and in particular, regard for:

i) avoiding the creation of adverse wind conditions at grade;

ii) providing wind protection by building on the north and west edges of open spaces and streets;

iii) creating open spaces that exploit winter sun conditions to modify temperatures;

iv) using small-scale elements, such as walls, plantings and shelters to create localized wind-protected and snow-controlled areas; and

v) providing, where possible, sheltered pedestrian routes and entrances to buildings such as covered walkways, arcades, colonnades and courtyards.

6.6 Services and Utilities

6.6.1 Council's objective shall be to provide a service and utility system that is integrated into the existing network and encourages design innovative solutions, and has particular regard for:

i) the improved utilization of services already in place;

ii) the control, if practicable, of direct surface run-off into Toronto Bay and the rates and amount of percolation of water into the ground; and

R 8173
R811700
R811701
R802769

iii) the modification, where practicable, of sewer outfalls to prevent oil and other debris from entering Toronto Bay.

7. TRANSPORTATION, PARKING AND THE STREET SYSTEM

7.1 Council's objective in Harbourfront shall be to create a road and transportation system that:

i) strongly encourages the use of public transit by ensuring that all parts of the area can be well served by public transit vehicles so as to provide an attractive alternative to the use of private motor vehicles;

ii) provides for convenient service access to buildings in a manner that minimizes as far as is practicable conflicts with adjacent uses; and

iii) provides for a safe, attractive and interesting pedestrian environment.

7.2.1 Council will encourage the establishment of a public transit system which caters to the growing transit needs of Harbourfront and provides access to all points of major pedestrian activity.

The transit system should be comprised of a major east/west route which can connect to the entire Central Waterfront area, is integrally linked with existing north/south transit routes and provides direct access from all parts of the area to the Central Core. Consideration should be given to the provision of an exclusive east/west transit route.

7.2.2 i) Since it is the policy of Metropolitan Toronto to include a statement which would accommodate the establishment of an exclusive east-west Rapid Transit corridor either throughout or through one or more portions of Harbourfront, it is the policy of Council to exercise its available powers of review and approval to control the siting of buildings and structures in order to ensure the protection of such a corridor having regard to the other objectives of this Plan for Harbourfront. The term "Rapid Transit" in this section has the same meaning as is provided by Section 1. D 42 of the Official Plan for

the Metropolitan Toronto Planning Area as modified and approved by the Minister of Housing on October 10, 1980.

ii) If Metropolitan Council determines either by by-law or by resolution that the corridor referred to in Section 7.2.2 (i) will be located in whole or in part outside Harbourfront, this policy shall terminate without amendment to this Plan insofar as it would apply in respect of the portion or portions of Harbourfront in which such corridor will not be established. For the avoidance of doubt, nothing herein contained shall restrict the City's or any other person's right under the Planning Act to propose an amendment to this or any other policy of this Plan in accordance with such Act.

7.3 Council will require the development of a street system that links Harbourfront to the rest of the City for public transit, private vehicles, bicycles and pedestrians, and in particular that:

i) where feasible, aligns streets so as to provide connection through the Railway Lands to existing north/south streets;

ii) provides primarily for local traffic;

iii) where feasible, serves to define the limits of building parcels so that most significant buildings have street-related addresses and service access to buildings;

iv) where feasible, retains and creates important views and vistas and frequent views to the water and gives ready visual and physical access to the main public open spaces;

v) ensures that the location and geometry of principal streets are suitable for bus and rail transit; and

vi) establishes Queens Quay West and its extension as the principal east/west connection through the area, linking Harbourfront to the remainder of the Central Waterfront and to existing and proposed north/south streets.

R 8173
R811700
R811701
R802769

7.4 Council will seek to enhance the public and pedestrian character of Queens Quay West and its extension, by requiring appropriate landscaping and siting of new buildings.

7.5 Council recognizes that Harbourfront provides an important link in the Waterfront Bicycle Trail and will seek to ensure that an appropriate connection is provided through Harbourfront.

7.6 It is the policy of Council to secure the provision of sufficient parking for the needs of residents, workers and visitors in Harbourfront in amounts and at locations that are, in the opinion of Council, consistent with the objective of encouraging use of public transit. Parking facilities shall be located and designed so that:

i) where possible, uses with overlapping demand patterns are served so as to encourage full parking utilization in order to limit the overall demand for parking spaces; and

ii) the location and design of parking facilities, either independent or as part of other buildings, does not conflict with uses at the ground level.

7.7 It is the policy of Council that provision be made within Mixed-Use Area E - Bathurst Quay and other suitable locations within Harbourfront for appropriate parking and access facilities for the Toronto Island Airport Lands.

7.8 Council will require the development of a road system in general accordance with Map D, it being understood that the road system as presented thereon is conceptual in nature only and that the exact delineation of the roads will be the subject of detailed engineering studies.

8. MIXED-USE AREAS

8.1 Mixed-Use Area A - York Quay

8.1.1 Mixed-Use Area A - York Quay shall be regarded as an area with a high intensity of development reflecting the character of the Central Core and providing a major point of linkage between Harbourfront and the rest of the City. Development should occur in new and existing buildings to provide a mix of commercial, retail and institutional

uses and housing other than housing suitable for families with children. Recreational and cultural activities and the associated public open spaces will continue to be located on Mixed-Use Area A - York Quay. That portion of Mixed-Use Area A - York Quay located south of Queens Quay West, or a relocation of it, shall be regarded as an area in which Council desires to establish a public character which appeals to a wide range of visitors to Harbourfront and which contains a range of uses that will be attractive to the general public.

8.1.2 Having regard for the provisions of Section 3.4 (i), it is the objective of Council that approximately 10 percent of new dwelling units in Mixed-Use Area A - York Quay shall be assisted housing.

8.1.3 In Mixed-Use Area A - York Quay, Council may pass by-laws to permit buildings containing commercial, institutional and residential uses, alone or in combination, up to a total gross floor area of 269 286 square metres, provided that the aggregate non-residential gross floor area erected or used on the lot does not exceed 227 925 square metres and the aggregate residential gross floor area erected or used on the lot does not exceed 124 082 square metres, and provided further that the total gross floor area, the aggregate non-residential gross floor area and the aggregate residential gross floor area permitted to be erected or used by by-laws passed to implement this section shall be reduced by amounts equal to the amounts of gross floor area, non-residential gross floor area and residential gross floor area, respectively, which are erected or used on the Terminal Warehouse Area, shown on Map B.

8.2 Mixed-Use Area B - John Quay

8.2.1 Mixed-Use Area B - John Quay shall be regarded as an area with a moderate intensity of both commercial and residential development. New commercial and recreational activities would develop the present character of the Quay.

8.2.2 Having regard for the provisions of Section 3.4 (i), it is the objective of Council that approximately 30 percent of new dwelling units in Mixed-Use Area B - John Quay shall be assisted housing.

R 8173
R811700
R811701
R802769

8.2.3 In Mixed-Use Area B - John Quay, Council may pass by-laws to permit buildings containing commercial, institutional and residential uses, alone or in combination, up to a total gross floor area of 2.05 times the area of the lot, provided that the aggregate non-residential gross floor area erected or used on the lot does not exceed 1.23 times the area of the lot and the aggregate residential gross floor area erected or used on the lot does not exceed 1.64 times the area of the lot.

8.3 Mixed-Use Area C - Maple Leaf Quays

8.3.1 Mixed-Use Area C - Maple Leaf Quays shall be regarded as an area with a moderate intensity of development primarily in new buildings providing some commercial uses but principally residential uses.

8.3.2 Having regard for the provisions of Section 3.4 (i), it is the objective of Council that approximately 30 percent of new dwelling units in Mixed-Use Area C - Maple Leaf Quays shall be assisted housing.

8.3.3 In Mixed-Use Area C - Maple Leaf Quays, Council may pass by-laws to permit buildings containing commercial, institutional and residential uses, alone or in combination, up to a total gross floor area of 1.47 times the area of the lot, provided that the aggregate non-residential gross floor area erected or used on the lot does not exceed 0.37 times the area of the lot and the aggregate residential gross floor area erected or used on the lot does not exceed 1.28 times the area of the lot.

8.3.4 Notwithstanding Sections 8.2.3 and 8.3.3, in Mixed-Use Area C - Maple Leaf Quays, in order to facilitate the development of the lands designated Major Open Space on Map C, Council may pass by-laws to permit the erection or use of up to 20 000 square metres of residential gross floor area in excess of the residential density maximum specified for such Mixed-Use Area by Section 8.3.3, provided that the maximum amount of residential gross floor area that may be erected or used in Mixed-Use Area B - John Quay by by-laws passed in conformity with this Plan is reduced by an equivalent amount to such excess amount permitted in Mixed-Use Area C - Maple Leaf Quays.

8.4 Mixed-Use Area D - Spadina Quay

R 8173
R811700
R811701
R802769

8.4.1 Mixed-Use Area D - Spadina Quay shall be regarded as an area with a moderate intensity of development providing primarily retail commercial uses in new and existing buildings and new residential development. The development of a new marina and pier with residential and commercial buildings in the area to the south of the present water's edge will be considered.

8.4.2 Having regard to the provisions of Section 3.4 (i), it is the objective of Council that approximately 25 percent of new dwelling units in Mixed-Use Area D - Spadina Quay shall be assisted housing.

8.4.3 In Mixed-Use Area D - Spadina Quay, Council may pass by-laws to permit buildings containing commercial, institutional and residential uses, alone or in combination, up to a total gross floor area of 1.05 times the area of the lot, provided that the aggregate non-residential gross floor area erected or used on the lot does not exceed 0.35 times the area of the lot and the aggregate residential gross floor area erected or used on the lot does not exceed 0.87 times the area of the lot.

8.5 Mixed-Use Area E - Bathurst Quay

8.5.1 That part of Mixed-Use Area E - Bathurst Quay to the west of Bathurst Street shall be regarded as an area of generally low intensity development and primarily residential uses providing a substantial component of housing suitable for families with children.

That part of Mixed-Use Area E - Bathurst Quay to the east of Bathurst Street shall be regarded as an area for non-residential uses including marine-oriented industries that are environmentally compatible with adjacent and neighbouring uses and public open space.

8.5.2 Having regard for the provisions of Section 3.4 (i), it is the objective of Council that approximately 50 percent of new dwelling units in Mixed-Use Area E - Bathurst Quay shall be assisted housing.

8.5.3 In Mixed-Use Area E - Bathurst Quay, Council may pass by-laws to permit:

(a) buildings containing commercial and residential uses, alone or in combination; and

R 8173
R811700
R811701
R802769

(b) industrial buildings or uses which are environmentally compatible with adjacent and neighbouring residential and commercial uses, alone or in combination with commercial and/or institutional uses;

up to an aggregate gross floor area of 1.23 times the area of the lot exclusive of non-residential gross floor area erected or used for motor vehicle parking facilities in connection with the Toronto Island Airport, provided that the total non-residential gross floor area other than non-residential gross floor area erected or used for the purpose of motor vehicle parking facilities in connection with the Toronto Island Airport which is erected or used on the lot does not exceed 0.34 times the area of the lot; the total residential gross floor area erected or used on the lot does not exceed 0.98 times the area of the lot; and the total industrial gross floor area does not exceed 0.15 times the area of the lot.

8.5.4 Notwithstanding the provisions of Sections 5.2 and 8.5.3, Council may pass by-laws in Mixed-Use Area E - Bathurst Quay to permit the use of buildings or structures for the purpose of a malting plant, provided that:

(a) any such buildings or structures are existing on June 23, 1980; and

(b) the total gross floor area of such buildings or structures does not exceed that existing in Mixed-Use Area E - Bathurst Quay on June 23, 1980.

8.5.5 Notwithstanding the provisions of Section 8.5.4(b), Council may pass by-laws in Mixed-Use Area E - Bathurst Quay to permit the enlargement or extension of any buildings or structures used for the purpose of a malting plant, provided that the gross floor area of such enlargement or extension does not exceed 10 percent of the gross floor area of such buildings or structures existing on June 23, 1980.

8.6 All Mixed-Use Areas

8.6.1 Notwithstanding Sections 8.1.3, 8.2.3, 8.3.3 and 8.4.3, but subject to Section 5.2.1, Council may pass by-laws to permit on one or more lots in Harbourfront, other than in Mixed-Use Area E - Bathurst Quay, the use of land and the

erection or use of buildings or structures for industrial purposes alone or in combination with commercial and/or institutional uses, provided that in the case of lots located in Mixed-Use Area A - York Quay, Mixed-Use Area B - John Quay, Mixed-Use Area C - Maple Leaf Quays, and Mixed-Use Area D - Spadina Quay:

a) the maximum amount of gross floor area which may be lawfully erected or used for industrial purposes in such Areas, does not exceed an amount equal to 10 percent of the total amount of non-residential gross floor area which may be lawfully erected or used in all of such Areas; and

b) if gross floor area is erected or used for industrial purposes in any one or more of such Areas, the maximum amount of non-residential gross floor area which may be lawfully erected or used in all of such Areas, shall be reduced by an amount equal to the amount of gross floor area erected or used for industrial purposes in such Areas.

9. GENERAL

9.1 It is Council's objective that development in Harbourfront shall not place undue stress upon the transportation system serving the Central Waterfront and Central Core. Development in Harbourfront and adjacent areas and the capacity and utilization of the transportation system serving these areas will be monitored by Council periodically with a view to ensuring continuing compatibility between land use and transportation.

9.2 Notwithstanding any other provisions of this Amendment, it is the policy of Council to limit the aggregate non-residential gross floor area permitted in Harbourfront to a maximum of 275 000 square metres, of which up to 115 000 square metres may be erected or used for the purposes of offices, government offices and business offices, with the exception of such offices, government offices and business offices which are ancillary to the principal use for which the building in which they are located is put, provided that in calculating the aggregate non-residential gross floor area erected in Harbourfront at any time there shall be excluded:

(a) any floor area used for the purposes of manufacturing and related activities, packing and packaging, warehousing and storage, and uses ancillary to any of these uses; and

(b) any floor area contained within buildings and structures existing on lands located in Harbourfront on June 23, 1980 and used on such day for the purposes of a malting plant or grain handling;

and provided further that the maximum amount of the aggregate non-residential gross floor area of 275 000 square metres and the amount of the non-residential gross floor area of 115 000 square metres which may be erected or used for the purposes of offices, government offices and business offices, with the exception of such offices, government offices and business offices which are ancillary to the principal use to which the building in which they are located is put, shall be reduced by the amount of the aggregate non-residential gross floor area and the amount of the non-residential gross floor area, respectively, which is erected or used on the Terminal Warehouse Area shown on Map B, for any of the purposes referred to in this Section.

9.3 For the purposes of Section 9.2(a), the term:

(a) "manufacturing and related activities" means a blacksmith's shop, a bookbinder's shop, a carpenter's shop, a ceramics factory, a commercial welder's shop, a contractor's shop, class A, a fur goods factory, a garment factory, an ink factory - secondary, a leather goods factory, a miscellaneous light manufacturing plant, a miscellaneous textile products factory, a paper products factory, a pharmaceutical factory - secondary, a plastic products factory secondary, a prepared horn and bone products factory, a printing plant, a retail outlet ancillary to industry, a tinsmith's shop, a small metal wares factory, and the terms used in Section 9.3(a) have the same meaning as they have in By-law No. 20623, as amended;

(b) "packing and packaging" means the packing or packaging of any goods, wares or merchandise, substances, articles or things which ordinarily take

place in any of the facilities mentioned in Section 9.3(a);

(c) "warehousing and storage" means a cold storage plant, a cold storage locker plant, a storage warehouse, class A, and the terms used in Section 9.3(c) have the same meaning as they have in By-law No. 20623, as amended; and

(d) "business offices" has the same meaning as that term has in By-law No. 20623, as amended.

9.4 Where land is located in Harbourfront, the term "lot" means:

a) in the case of Mixed-Use Area A - York Quay, the land included within such Mixed-Use Area other than land included within street allowances which existed on November 1, 1979 and are located therein;

b) in the case of Mixed-Use Area B - John Quay, the land included within such Mixed-Use Area other than land included within street allowances which existed on November 1, 1979 and are located therein;

c) in the case of Mixed-Use Area C - Maple Leaf Quays, the land included within such Mixed-Use Area other than land included within street allowances which existed on November 1, 1979 and are located therein;

d) in the case of Mixed-Use Area D - Spadina Quay, the land included within such Mixed-Use Area other than land included within street allowances which existed on November 1, 1979 and are located therein; and

e) in the case of Mixed-Use Area E- Bathurst Quay, the land included within such Mixed-Use Area other than land included within street allowances which existed on November 1, 1979 and are located therein.

9.5 For the purposes of this Amendment, the terms:

(a) "land" includes land covered by water; and

(b) "Mixed-Use Area" means one or more of Mixed-Use Area A - York Quay, Mixed-Use Area B - John Quay, Mixed-Use Area C - Maple Leaf Quays, Mixed-Use Area D -

R 8173
R811700
R811701
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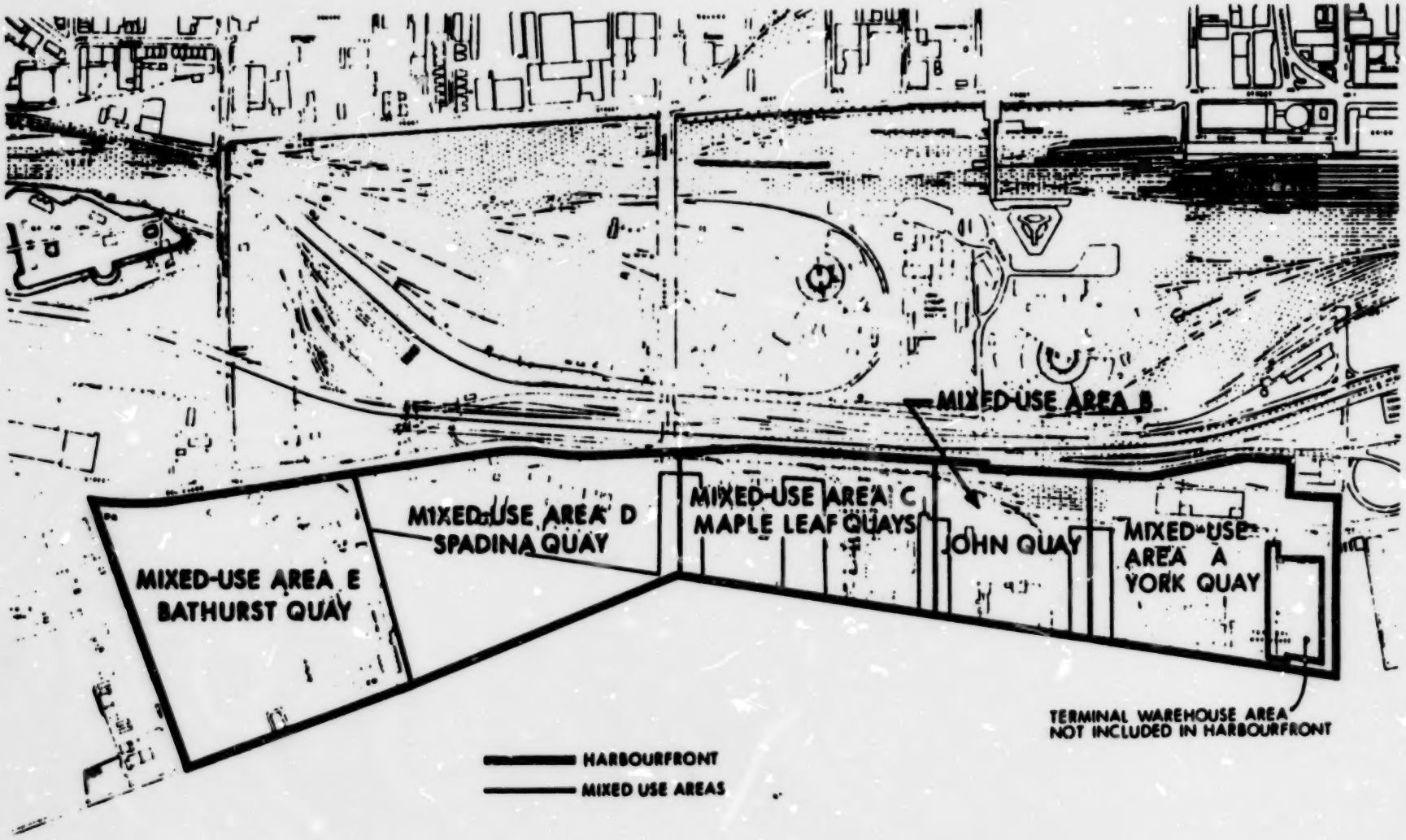
Spadina Quay, and Mixed-Use Area E - Bathurst Quay, as shown on Map A.

9.6 Section 1A.42(b) of the Official Plan shall not apply to Harbourfront.



MAP A

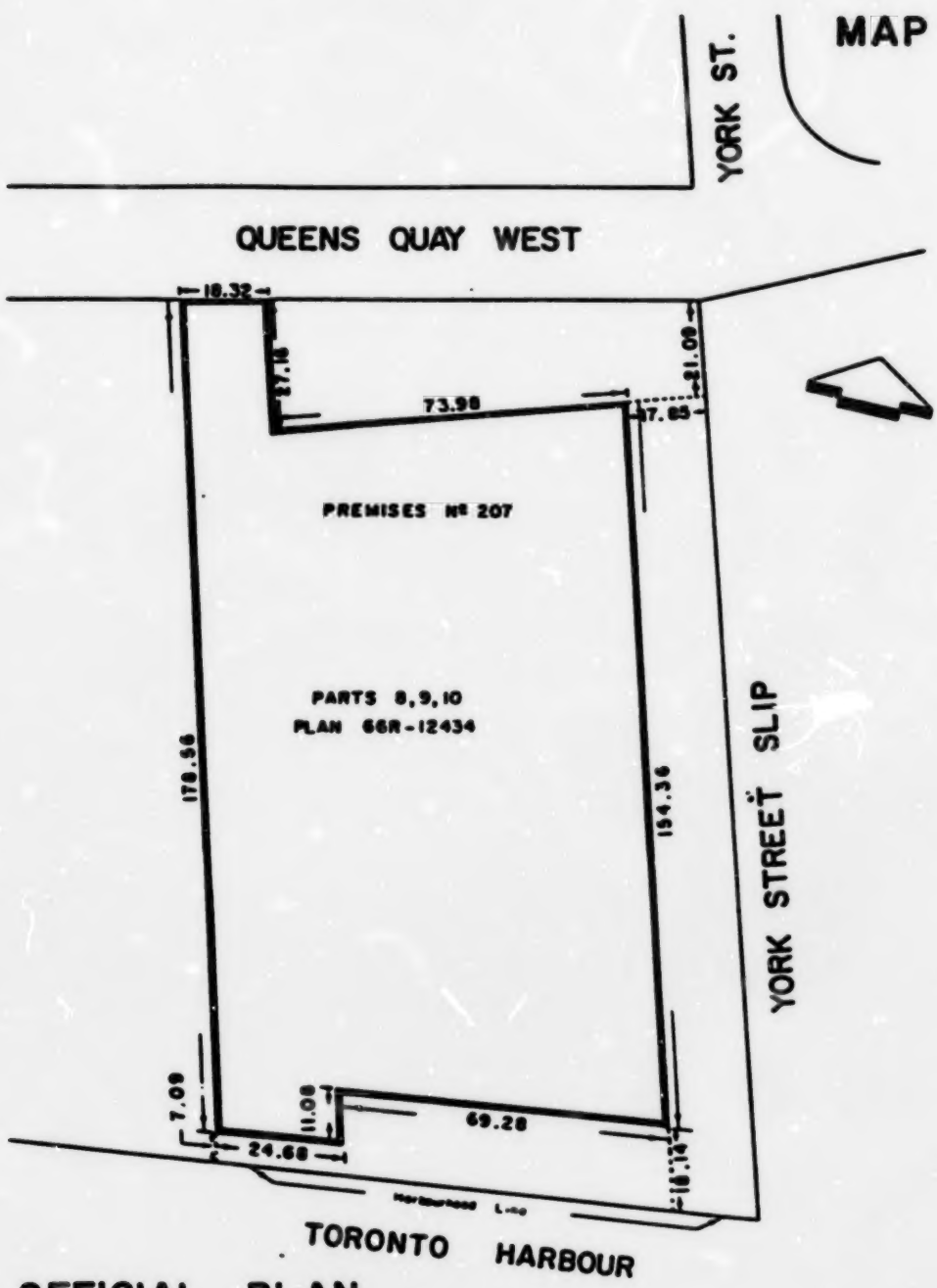
OFFICIAL PLAN AMENDMENT No. 147
HARBOURFRONT

OFFICIAL PLAN PART II

0 100 200m

JAN., 1981

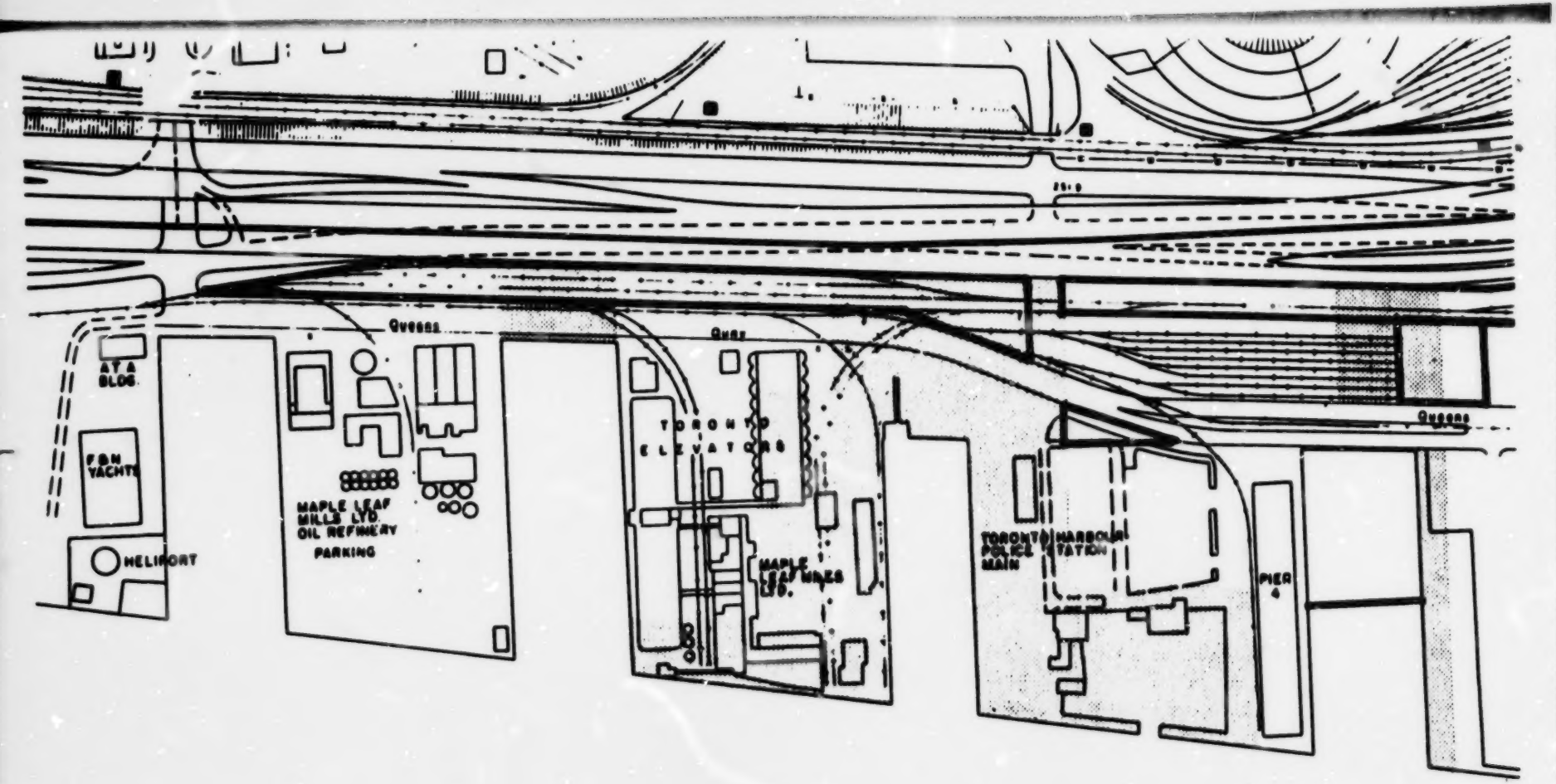
CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT



OFFICIAL PLAN AMENDMENT Nº 166
TERMINAL WAREHOUSE AREA
OFFICIAL PLAN PART II

METRES 20 0 20 METRES

DEPARTMENT OF PUBLIC WORKS
SURVEY AND MAPPING SECTION
TORONTO JANUARY 1961
FILE: 2408.29

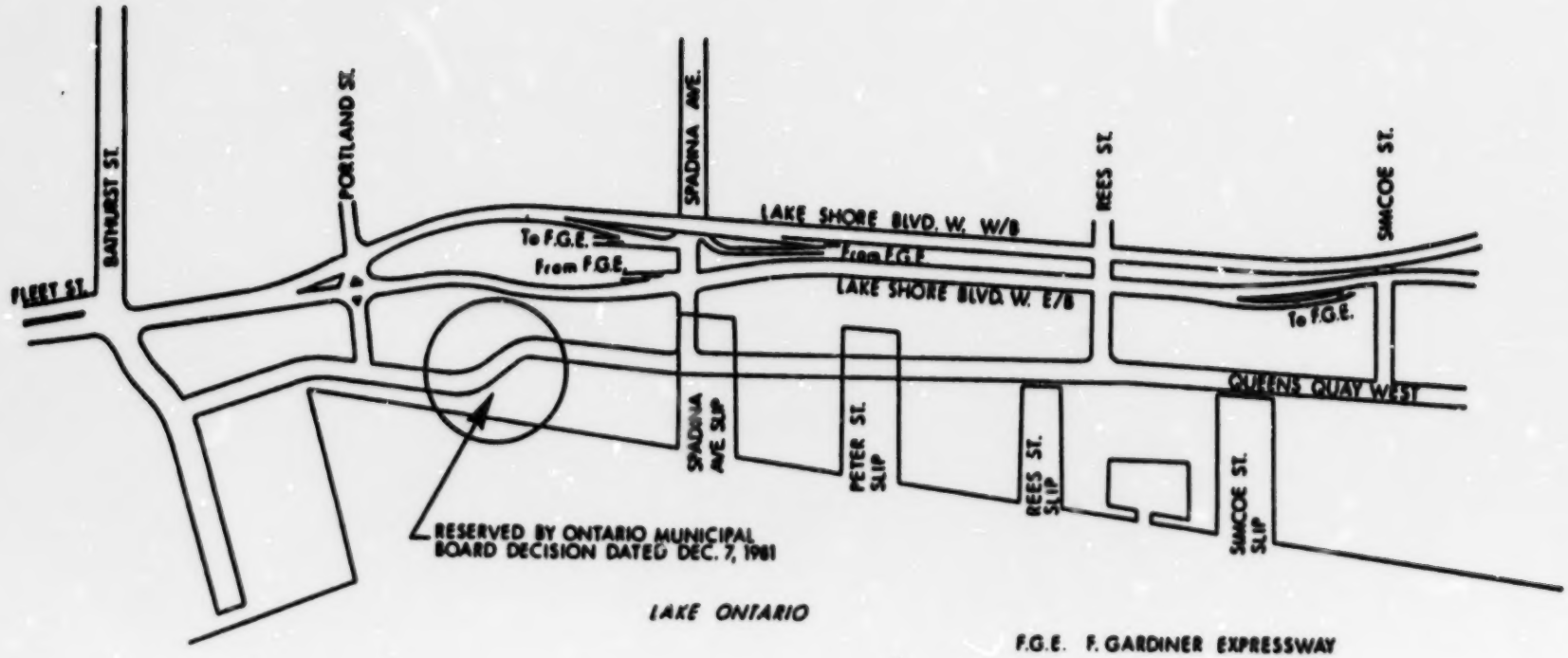


MAJOR OPEN SPACE

MAP C
HARBOURFRONT

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT — REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION — OCT., 1981



MAP D

HARBOURFRONT ROAD SYSTEM